

CLASSIFIED MESSAGE

DATE 1834Z 24 JAN 61

S-E-C-R-E-T

ROUTING			
1	OP2	4	PL
2	"	5	
3	M.B.	6	

TO :DIRECTOR/ 25X1

FROM [REDACTED]

ACTION: DPD (1,2,3,4,5,6,7,8,9,10)

INFO :S/C (11)

CET 25X1

TOR: 2015Z 24 JAN 61

OPERATIONAL IMMEDIATE**OPERATIONAL IMMEDIATE**

25X1

IN 43790

TO OPIM [REDACTED]

TO OPIM [REDACTED]

25X1

CITE [REDACTED]

6313

25X1

REF: [REDACTED] 013 (IN 43698)

25X1

1. UNABLE TO UNDERSTAND DIFFICULTY WITH SLIPPER TANKS. AFTER EIGHT HOUR TEST FLIGHT HERE FUEL REMAINING WAS FIVE GALLONS EACH TANK.

2. PRIOR TO DEPARTURE BOTH SNIFFLE VALVE AND AIR PRESSURE REGULATOR WERE CHECKED AND FOUND OK BY [REDACTED] S/B 504 - WIRING MOD AUX TANK AIR SHUT-OFF VALVE - WAS ALSO COMPLETED BY [REDACTED] THIS WAS THE FIX ESTABLISHED TO ELIMINATE SLIPPER TANK FEEDING PROBLEMS SUBSEQUENT TO TESTS CONDUCTED ON ARTICLE 353.

3. SUGGEST YOU CHECK THE AIR SHUT-OFF VALVE SOLENOID FOR OPERATION. ALSO SUGGEST CHECKING PRESSURIZATION AND FEEDING OF TANKS. THE LATTER CHECK SHOULD BE MADE WITH AIRCRAFT IN LEVEL POSITION AND ENGINE OPERATING AT 80 PERCENT.

4. MAX RANGE PROFILE FLOWN HERE BY [REDACTED] INDICATED FUEL CONSUMPTION WAS BELOW THE CURVE. DEVIATION FROM FLIGHT HANDBOOK PROCEDURES WAS NOT AUTHORIZED.

END OF MESSAGE

S-E-C-R-E-T